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DAILY TRIBUNE.

...June 23, 1858.

...ET and COMMERCIAL

Speech of Gen. Fry.

...ve ourselves pleased at the gratification ...the fact that he is greatly ...ed by the Democratic assembling in his ...district, he would have been re- ...ed. We have, upon what we believe to be ...ficient data, his removal would have ...ed in a majority, but for the vigorous re- ...ce of the friends of human freedom in the ...Republican, who insisted, but suc- ...ssfully, upon his retention. Their ...ts were rewarded by a majority of 111 in favor of Lincoln, at the late election. Their ...ts would have been rewarded with ...ess, had not the Democratic Legislature, ...ing in the spirit of the ruling to ...ce the Democratic majority in the ...ate, from Galena to Cairo, in the ...ion of Democrats like Gen. ...ry, to an acquiescence that may be too ...ly yielded.

Pennsylvania Politics.

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Personal.

...Lord Napier, of Ettrick, will leave ...ngland ...ortly for Canada, on a visit to the Governor ...General. His lordship is a nephew of the ...te Sir Charles Napier, and is himself a ...ember of the Scotch bar.

...Professor Agassiz, of the Lawrence Scientific ...chool, has been elected a member of the ...ew York Academy of Sciences.

...Mr. Bancroft, the historian, is in Paris.

...Mr. Thackeray has been lecturing in Edinburgh.

...Mr. Dickens is in London.

...Mr. Bayard Taylor is in Berlin.

...Mr. Hawthorne is in Rome.

...Mr. Longfellow is in Switzerland.

...Mr. Bryant is in Europe.

...Mr. Prescott is in Boston.

...Mr. Irving is in Spain.

...Mr. Cooper is in Europe.

...Mr. Emerson is in Concord.

...Mr. Whittier is in Amesbury.

...Mr. Lowell is in Cambridge.

...Mr. Holmes is in Boston.

...Mr. Motley is in Europe.

...Mr. Parton is in Boston.

...Mr. Willis is in Europe.

...Mr. Halleck is in New York.

...Mr. Taylor is in Europe.

...Mr. Curtis is in New York.

...Mr. Ripley is in New York.

...Mr. Dana is in New York.

...Mr. Greeley is in New York.

...Mr. Raymond is in New York.

...Mr. Bonner is in New York.

...Mr. Beecher is in Brooklyn.

...Mr. Chapin is in New York.

...Mr. Osgood is in New York.

...Mr. Bellows is in New York.

...Mr. Frothingham is in Boston.

...Mr. Hedge is in Boston.

...Mr. Clarke is in Boston.

...Mr. Alger is in Boston.

...Mr. Ware is in Boston.

...Mr. Peabody is in Boston.

...Mr. Sparks is in Boston.

...Mr. Everett is in Boston.

...Mr. Winthrop is in Boston.

...Mr. Adams is in Boston.

...Mr. Quincy is in Boston.

...Mr. Lawrence is in Boston.

...Mr. Appleton is in Boston.

...Mr. Lowell is in Boston.

...Mr. Cabot is in Boston.

...Mr. Lodge is in Boston.

...Mr. Saltonstall is in Boston.

...Mr. Endicott is in Boston.

...Mr. Peirce is in Boston.

...Mr. Bowditch is in Boston.

...Mr. Agassiz is in Boston.

...Mr. Gray is in Boston.

...Mr. Torrey is in Boston.

...Mr. Wyman is in Boston.

...Mr. Jeffries is in Boston.

...Mr. Holmes is in Boston.

...Mr. Bigelow is in Boston.

...Mr. Channing is in Boston.

...Mr. Shaw is in Boston.

...Mr. Ingersoll is in Boston.

...Mr. Sargent is in Boston.

...Mr. Dana is in Boston.

...Mr. Ticknor is in Boston.

...Mr. Fields is in Boston.

...Mr. Osgood is in Boston.

...Mr. Aldrich is in Boston.

...Mr. Stoddard is in Boston.

...Mr. Taylor is in Boston.

...Mr. Boker is in Boston.

...Mr. Read is in Boston.

...Mr. Stedman is in Boston.

...Mr. Howe is in Boston.

...Mr. Longfellow is in Boston.

...Mr. Whittier is in Boston.

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DAILY TRIBUNE.

NO. 51, SOUTH CLARK STREET.

CITY OF CHICAGO.

Wednesday Morning.....June 23, 1858.

Bring in Your Bills.

Our call, yesterday, on all persons having claims against the TRIBUNE to bring in their bills for payment, brought only *one* man, and he on settlement, was our debtor to the amount of $15. We are about to make new arrangements relative to our business, and again ask all creditors to bring in their bills. Mr. COWLES, the Cashier in the counting-room, will be glad to see them. RAY, MEDILL & CO.

CHICAGO, June 23, 1858.

A Word to a Few Crazy Politicians.

We have observed with some little apprehension the efforts of a few Penn., New York, and New England politicians to dove-tail the doctrine of Protection into the Republican Platform. We beg these gentlemen to desist, and leave the Tariff up upon question to be decided upon its merits, not according the exigencies of parties. The attempt to force the Republicans of the West into accord with the iron-masters of Pennsylvania, and the mill-owners of Massachusetts, under the pressure of party discipline, can have, at this juncture, only a disastrous effect. We do not propose to quarrel with any member of our party, in consequence of his leanings toward Free Trade, or with any other member of the same party, because he is a staunch Protectionist. We are willing leave the matter where it now is, to be determined finally by the good sense and discretion of Congress, when the real wants of the country are ascertained; and, in the mean time, we are ready to grant to others the liberty of speech, regardless of party discipline, which, when this matter is under discussion, we exercise ourselves. Let the Free Traders preach their doctrines where and when they may. Let the Protectionists reply as they can; but we deny the right of either to make their distinctive notions a part of the Republican creed. We have ever regarded it as a serious misfortune in the way of the establishment of any enduring commercial policy, that this should question—a thing of facts and figures merely, which can never rise to the dignity of a political principle—has been the plaything of parties—the foot-ball of politicians. Our great manufacturing interests ought to rest upon a firmer basis than that afforded in the promises of politicians or vagaries of the public; and as the question in the dissolution and reorganization of parties in 1854-5, was thrown out by common consent, we protest against the fatal policy which would now revive and drag it into the partisan discussions of the day. But if the politicians to whom we have referred are determined to put another stumbling block in the way of Republican success, let them not say that they were not warned of the consequences to follow.

Utah!—Utah!!

What a patient people we are under the reign of humbug. What oceans of sham we tolerate; what shadows we pursue. For the three hundred and sixty-fifth time within a year are our calculations on the Utah war knocked into a cocked hat—the Utah war being a cheat, our calculations a sham, our latest news bosh, and our latest official news more obscene and fishy than anything which has preceded it. One day we hear that the Mormons are straggling off like lost sheep towards Sonora, under the guidance and apostleship of BRIGHAM YOUNG. The next, we learn that everything is still tant at Salt Lake, the city in a tremendous state of defence and Dr. BRIGHAM calling down fire from heaven to consume the idolaters and whoremongers outside of Zion. Hardly have we settled into repose when BRIGHAM and his flock are again on the high road to Mexico, and Gov. CUMMING, like a good shepherd, is making frantic exertions to turn them back to the empty fold. The same news twice repeated is looked upon as a little extraordinary, and perhaps entitled to more than common respect; but the original fountain being a humbug, all its drippings are humbugs. A twice-told lie is only a twice told lie. It cannot be otherwise. For here comes one Col. KANE fresh from the Holy Land bearing important dispatches to General BUCHANAN. True to the system, this KANE telegraphs or allows to be telegraphed from Boonville, precisely the reverse of what he means, and on arriving at Washington he discharges the reminder of his intelligence, which we suspect is here been about nothing, into the gloomy pit of an official caucus. This is done on the principle that dead men tell no tales—at least no lies ones. But enough leaks out to assure us that BRIGHAM YOUNG is *not* on the road to Sonora; that so far from preparing the Gentiles out of his borders he is inviting them to come in and sit at meat with him, and that Salt Lake City is not beholding with pruning hooks but is overflowing with milk and honey for the three-score men who have marched fifteen hundred miles to greet them. This is more probable than the average of official advices, but why believe anything that comes from Utah? Nothing can be calculated with any approach to certainty, but the money which goes to it.

Mr. Crittenden's Reception at Cincinnati and Covington.

Hon. John J. Crittenden arrived at Cincinnati on Saturday, and was received with ardent demonstration of esteem by the people of that city. A number of citizens met him at the depot, and escorted him to the Spencer House where he was addressed in complimentary terms by Hon. Thomas Corwin, to which Mr. Crittenden replied in an eloquent and deeply earnest speech.

During the afternoon Mr. Crittenden was waited upon by a large number of the citizens of Cincinnati, including Gov. Chase, and at 7½ o'clock he was taken in charge by a committee from Covington, Ky., and carried over to that city. There he was met by the whole people of Covington, who turned out to honor the distinguished Senator. Judge KINKAIDE made a welcome speech, to which Mr. CRITTENDEN replied at some length, and in an eloquent manner. Much of his speech was political. He intershadowed an union of all the elements of opposition to the present Administration. He said if such an union took place, there would be no contest; the result was a foregone conclusion.

Milwaukee in a Stew.

Our neighbors at Milwaukee and Madison are a good deal exercised now-a-days because, as they allege, the Milwaukee and Mississippi railroad, west of Janesville, is run so as to accommodate connecting lines leading out from Chicago, to the detriment of Milwaukee and Wisconsin generally. They are loud in their lamentations and fierce in their denunciations, though what remedy they propose is by no means clear. If they will listen to our advice they will avoid emitting topics during this heated term, and content themselves with the fact (which they may account for as they please,) that the traffic on the road mentioned are run for the convenience of passengers who pay the expenses thereof; and that the generality of the Wisconsin, Iowa and Minnesota people who persist in preferring Chicago and her various facilities to the mud-it-cracks, mosquitoes and barren terrors of Milwaukee, is the cause of their misfortunes. When they are able to control the demand for "tickets for Chicago," they can have the running arrangements of their road made to suit themselves. Until then, snarling and scolding are ill-timed and out of place.

GREAT DESTRUCTION OF OCEAN STEAMSHIP PROPERTY.—The mail steamships Hermann and Washington, which have been running from New York to Bremen, were sold at auction in New York on Tuesday last, and brought $46,000 for the two vessels. They were built about ten years ago, of the best materials in every department known for the transition of an United States steamer, and a cost of $600,000 a piece, and when sold were considered in excellent condition.

England and Naples—How to Deal with a Bully.

Many of our readers may have been mystified with the frequent allusions of the press to the Cagliari Outrage—the reparation for which it seems the Government of Naples has tendered to England. The facts are briefly as follows: Nearly two years ago the Sardinian steamer *Cagliari* was seized by the Neapolitan authorities on the charge of being engaged in a revolutionary scheme whose success would endanger the rights of the King of Naples to torture his subjects. The cargo of the *Cagliari* was confiscated, and its crew thrown into dungeons such as have no existence outside of fully—notorious, pestilential and putrid. On board the steamer were two English engineers, hired by the month to supply the vessel with motive power, without knowing or caring how that power was employed. Neither of them could speak Italian; both were honest, hard-working young Britons, brought up to a useful trade, earning their bread in the employment of a British invention. They, with the others, were thrust into a subterranean cell, so foul, so damp and dark, so swarming with vermin, so deprived of everything needful for life, and so full of everything inviting to death, that during the year in which they were confined without trial, both utterly lost their health, one lost his reason, and the other attempted to commit suicide. Repeated efforts were made by the English Government to procure the removal of the unhappy engineers to a decent place for safe keeping until such time as it should suit the Neapolitan blackguards to grant them a hearing. But no; King BOMBA, whom every act defines him to be a cross between a dragon and a jackass, would make no departure from his rules in favor of those English steamship boys. Finally they were drawn up again into the daylight, tried, found wholly innocent, and sent home. But, said England, that will not quite do. Please to count out your deaths to compensate those for the loss of liberty, reason and health, and then down on your lofty knees and beg their pardon. To these demands the pulsant pagan who sits under Vesuvius, and rules as much of the earth's surface as can be seen from the top of it, paid no more attention than he would to those of the veriest lazzaroni in his dominions. The demands were repeated and re-repeated, to like effect.

At last the British lion began to roar. The *Times* said there had been fooling enough—that what would not be tolerated from the strongest government under heaven, need not be suffered longer from a European bully of the fifth class—that a pigmy might not do with impunity what a giant would be soundly cudgelled for attempting. *Punch* figured "Our next Ambassador to Naples" in an English tar sighting along the breech of a seventy-four pounder. A few gun boats were put in readiness at Plymouth, and suddenly—Naples came down sprawling, before one of them left the English Channel. Our advices by the Persia state that BOMBA agrees to pay $15,000, place the Cagliari at the disposal of England and liberate all the Sardinian prisoners. We trust a double compensation may be insisted on, and if need be, enlisted by a prompt licin of bomb-shells. BOMBA ought long ago to have been hung with one of his own grape vines.

Lake Superior Iron Manufacture.

The following letter from a gentleman in Marquette County, Michigan, affords a variety of interesting information relative to the cost of making iron in the Upper Peninsula; the building of a plank road from Grand Island to the little Bay de Noquet; and a number of other subjects worthy of attention. It will well repay perusal.

MARQUETTE, Mich., June 16, 1858.

Editor Chicago Tribune: The progress of the iron manufacture in the Upper Peninsula has been immense within a year past. The actual quantity of iron made has not been so great that it need of itself to excite any special comment; but the difficulties which stood in the way of manufacturing iron here, with profit, have been met and vanquished. A large number of improvements have been introduced in the process of making; and the fact that iron can be manufactured here, and with the most complete success, has been demonstrated beyond the possibility of a doubt. At the present time, the Pioneer Company, established at this place (Negaunee), beside the Sharon Iron Company, have but one of their stacks in operation, and yet they are making from 12 to 15 gross tons each day of twenty-four hours. In doing this they use two-thirds magnetic ore, and one-third Hematite, fifty per cent ore. They employ one founder—a Mr. Harris, formerly at the Wyandott works—to whom they pay a salary of $1000 a year. Two firemen are required at $1.50 a day; two hoisters and two fillers at $30.00 each per month of thirty days; two engineers at one dollar a day each; two ore weighers, and two coal cubers at $24 per month. The cost of smelting, pounding, and wheeling into stack-house is, by contract, fifty-six cents for each ton of pig-metal. The cost of the ore is two dollars per ton of pig-metal, including hauling, lumping, and *fines*, of which they use about 1800 lbs to a ton. One hundred and thirty bushels of charcoal are used to a ton of iron; the coal is not delivered at stir costs per bushel. To these expenses is to be added the boarding of twelve men, at $11 per month; and these items include the entire expenses which legitimately belong to making iron, except the interest on capital employed, and the wear and tear of machinery. Leaving these last two out of the account, for a moment, the result of a month's manufacture will be as follows:

Founder's salary	$ 83 33
Two firemen, at $1.50 a day	90 00
Two engineers, at $30 a month	60 00
Two ore weighers, at $30 a month	60 00
Two coal cubers, at $24 a month	48 00
Boarding, lumping, &c.	330 00
Cost of ore, $2,	3,600 00
Cost of charcoal, 130 bushels,	1,300 00
Amount of pig-metal made in a month of thirty days, at 720 tons per day	21,600 00

So it will be seen that, exclusive of interest on capital, and wear and tear, the cost of making the best quality of pig-metal amounts only to *seven or twelve dollars per ton!* I think the Pioneer Iron Company has, perhaps, the most complete establishment in the United States. There are other parties in treaty to purchase a site in Marquette, upon the dock, to put up another furnace; and there is also another party that intend erecting one at Grand Island, forty miles eastward. The site belongs to some fifty or sixty Philadelphians, all men of wealth, and most of them retired from business. They own three thousand acres of land which they have laid out in a magnificent town plat; and they are building a plank road from thence to Little Bay de Noquet, on Lake Michigan, thirty-six miles distant. They intend to run a line of boats from that place to Chicago, and as 300 miles of distance will thus be saved in going to and from Lake Superior, they expect to be able to carry passengers for five dollars, whereas we now pay fifteen. The agent of the company, at present, is a Mr. Burr.

The weather here is very delightful and every promise is given of a brilliant summer. Trout are plenty, and all the sawmillers are starting in dash.

Yours truly, SCRIBNER.

NEW YORK DIRECTORY.—The Directory of New York for 1858 has just been issued, and some of the statistics contained in it, are highly curious. The number of names given is 140,000, being 6,000 less than last year; a decrease of One per cent. With regard to the number of persons engaged in different trades—unless the Directory errs egregiously—some remarkable facts are presented, which would well much exalt our opinion of the "commercial metropolis." We learn, for instance, that the city contains only 110 "merchants," which is less than we had supposed. To make up for this, however, there are 700 lawyers, 1,100 physicians, and 1,300 brokers. There are 940 boarding houses, which have to accommodate that part of the citizens "that boards;" 905 builders in various articles, which is moderate; and 300 dentists who are probably kept fully employed. The city cannot be growing very fast, as we find invested only 75 builders, and 100 masons. There are no dentists, and 60 brewers; which would make us think New York a very temperate place did we not see the names of 300 innkeepers (?) of wines and liquors. There are 130 flour dealers, 200 fish dealers, and only 35 dealers in wool; which is somewhat singular. Gotham cannot be a very musical city, as it contains no more than 60 musicians; there are 70 painters, and only 35 ship builders, but we imagine that the former, on an average, are the better paid. New York relishes its "spirituous and malt liquors," the number of stores where these are to be sold (such is the inference) amounting to 1,200. Of "lumber dealers" there are 150, and of "lumber merchants" 100. Of "lumber yards" there are 70, and of "lumber stores" 60. Of "lumber merchants and dealers" there are 100. Of "lumber measurers" there are 50. Of "lumber surveyors" there are 30. Of "lumber inspectors" there are 20. Of "lumber pilots" there are 10. Of "lumber" there is a good deal.

Important from Kansas.

TRIAL OF GEN. JAMES H. LANE, FOR THE MURDER OF GAIUS JENKINS.

FIRST DAY'S PROCEEDINGS.

Testimony of Witnesses.

[Special Correspondence of the Chicago Tribune.]

LAWRENCE, K. T., Tuesday, June 15, 1858.

[Before Justice Lane—assisted by Justices Bonne and Dyson sen.—Counsel for the Prosecution, Messrs. Conway (late Attorney), Doe, Stanton (late Secretary), Lowman, Collamore, Ward. Counsel for Defendant—Messrs. Young, T. Ewing, Jr., Rankin, Christian, Sr. Price.]

Mr. Safford, as Prosecuting Attorney, addressed the Court briefly, setting forth that James H. Lane was charged with the murder of Gaius Jenkins, and the affidavit upon which the warrant was issued, was then read.

T. Ewing, Esq., in behalf of the Defendant, stated that the killing of Gaius Jenkins by James H. Lane was admitted, but they should claim, and bring testimony to prove, that the deed was committed in self-defense. He simply hoped that an impartial trial would be granted, and the defendant was willing to abide the law and the testimony. After some further preliminaries, during which the precarious condition of Gen. Lane's health was alluded to, the Court adjourned to two o'clock.

AFTERNOON.

Gen. Lane came in, as he did this morning, supported between two gentlemen, bearing but little weight upon his wounded limb. He was immediately placed upon a lounge, and no efforts will be spared to shorten the trial and make him as comfortable as possible. He looks emaciated and feeble, and will not be able to stay many hours in Court. A large number are crowding into the room, and it is not possible to get a convenient place that will accommodate all who are anxious to hear the trial.

[The remainder of the cross-examination is taken up with what *didnot* transpire and is therefore irrelevant.]

Direct resumed: Think it was a week or more before Uncle died, that Lane first logged up the wood.

Adjourned to to-morrow morning at eight o'clock. VIGIL.

Territorial Items.

[Correspondence of the Chicago Tribune.]

LAWRENCE, K. T., June 16, 1858.

I came here purposely to send you the testimony that is being given on the examination of the charge of murder against Gen. Jas. H. Lane; but I find that at the Reporter's table, you are already ably represented. One thing is clear to my mind; the case is not going to be made out. *murder.* Indeed, I have little doubt but Lane will be acquitted when the testimony is all brought out. The excitement has considerably passed away, and the threats of mobbing that were made at the first, have begun to re-act. Gov. Stanton is here assisting the prosecution.

The people are all prepared to vote on the *English* bill, and many of them anxious for the day to come when the voting will take place. There is not the slightest show for the administration doing anything in Kansas with regard to Lecompton. Money and promises will not avail. Lecompton must go down by the emphatic voice of the people through the ballot box, on the first Monday in August next.

I fell in with several families from Linn county, yesterday, who had been ordered off by the bandits. They were formerly from Wisconsin. I hope these troubles in the South will soon be over. The Governor and others are now down on the borders for the purpose of putting an end to these villainous acts of murder and plunder, of which you have heard much of.

The Kansas River is falling slowly, from St. George down to this place, so I learn from a gentleman who left St. George yesterday morning. He says also that quite a number of new comers are taking up claims out upon the Big Blue and North of St. George; that the town is growing fast, and that trade seems quite lively. The Minnie Belle will go up to St. George again on her next trip; her last trip was to this city with a cargo of lumber.

The new and elegant hotel, built by the Eldridge brothers, will be open in about four weeks. Then this city can truly say that for hotel accommodations, no city this side of St. Louis can begin to compare with Lawrence.

The Hon. Thomas Ewing, of Ohio, was here last night. He is on a visit to his sons in Kansas, of whom he has two, and worthy gentlemen they are, too. They are residents of Leavenworth, and are among the successful operators of that young city.

The weather is very warm to-day; indeed, oppressive. There are many fine looking strangers to be seen going and coming from all directions. They seem to be looking at our beautiful country. Every day some fifty arrive, full of them, and the hotels are overflowing wherever I go in the Territory.

A miserable, loafish attempt at starting a Vigilance Committee, was tried in Leavenworth yesterday. The ostensible cause seems to have been that a woman arrived there from Wyandott in male attire and was not immediately arrested. How virtuous we are becoming, in my opinion is that the cities of this Vigilance steam are not long for this world. Of course the whole thing fizzled instanter. The handbills calling for the organization of the Committee were issued at the *Journal* office, (Pro-Slavery). In haste, yours,

WYANDOTT.

Chicago Fire or Six Hours nearer Prairie du Chien than Milwaukee.

[From the Milwaukee Free Democrat.]

The mismanagement of this road is beyond human indurance. Milwaukee first broke the back of the life into this road and has loaned its credit for over $500,000 to build it, and now that it is completed to the Mississippi, it is virtually a Chicago road, controlled by Chicago interests, and runs to Janesville half the time as a branch of the Chicago & St. Paul road, and passengers are dumped there and compelled to lie over for the Chicago train. The Milwaukee trains are not yet, that connect with the boat from the Mississippi from St. Paul and the upper towns, stop at Janesville long enough while the Chicago trains go straight through. By the Chicago arrangement, passengers can start from Chicago some *five or six hours* later than from Milwaukee, and reach Prairie du Chien at the same time, and passengers from Prairie du Chien reach Chicago before the train leaves Janesville for Milwaukee. The result is people all the lands of Northern Illinois and Iowa, which would naturally come to this city, goes to Chicago, because it can go there directly, and cannot get here if it would. And our citizens have the satisfaction of seeing the road, which they have been mainly instrumental in getting built, act as a feeder to Chicago, and to direct the trade of the West and Northwest from this city to Chicago.

The Madison papers and people do not feel so bad about it. Here is what the *Journal* of that place says—it is the leading paper in the State:

CHICAGO AND MILWAUKEE.

The Milwaukee press are breathing indignation against the Milwaukee & Mississippi Railroad. Under the present arrangement, the whole country west of Janesville is rendered tributary to Chicago. The cars run within express distance to forming a connection with the Chicago trains. From the Y at Milton east, the M. & M. Road is a mere branch. A small train runs to Milwaukee twice a day; it is true, but with no regard to the accommodation of travel in that direction, when it becomes connected with the Chicago passenger cars are hurried through to Prairie du Chien *four* a day without interruption, while those from Milwaukee on the second train are kept waiting at Janesville for five hours. Hence it happens that practically, all places on the road, west of Janesville, discover Chicago than Milwaukee, and can visit, and do business in the former with greater convenience and cheapness than in the latter. We did at one time think of speaking more earnestly in deprecation of the course of the road. But it really does not affect the interests of this portion of the State; the evil results are felt chiefly at Milwaukee, and we concluded to leave it to that city to make the chief remonstrance against it. For could we altogether blame the road for its preservation in the face of nature? Is there those there, railroads can hardly afford to allow State pride to dictate the arrangement of their time tables. Passengers and business are a great consideration; had wives we left Milwaukee on the morning train a few days after the present time table was adopted, with two thirty peopled passenger cars, and without rest at Milton the accession of four cars swarming with passengers from Chicago, we could not stay there, if need sacrifice pecuniary motives were to govern it, the Railroad Company had sufficient inducements to seek prompt connections with the Chicago road. At the same time, when a large brick block, situated in the heart of the business portion of the city, comes crashing down, during business hours, over the sidewalk and across the street, without interfering with a living thing outside its walls, the fact, gratifying as it was at first view, speaks unmistakably of the situation which must prevail there.

PERSONAL TASTE.—There has been a great reduction in the price of freight on the rivers. Light and heavy articles are now made from St. Louis to Keokuk (200 m.) by the new conditional hook, for corn 1½ to 15 cents. This is good news for *our* family.

Anniversary of the Battle of Bunker Hill.

Sunday School Excursion over the Michigan Southern R. R.

[Correspondence of the Chicago Tribune.]

KENOSHA, Ind., June 21, 1858.

The morning of the 17th June dawned upon us clear and beautiful. The sun poured forth his effulgent rays from a bright and cloudless sky. Nature put on her most beautiful livery. Ten thousand hearts beat with the strongest emotions of joy and gladness in contemplation of an excursion in honor of the great Sunday School cause, on the ever memorable anniversary of the battle of Bunker Hill. At an early hour the various excursion trains left their several points of departure, steaming their way to the noted city of Elkhart, receiving vast accessions to the already over loaded cars at every point along the line of railroad, until every car was crowded to its utmost capacity, and every point upon which a person could stand, had its occupant. Ere the trains reached their destination, they were crowded to such an excess, that it became necessary to pass several stations, and return again with the trains to take the anxious crowds to the point of attraction. At about 12 M. the last of the return trains arrived. The grove and city were now filled with the living throng; Elkhart today could boast of her fifteen thousand inhabitants. Notwithstanding the vast concourse of people, all was order, harmony and praise-worthy decorum. From the arrival of the first excursionists, they were agreeably entertained by several well-timed discourses, setting forth the beauties and glories of the cause we celebrate. An adjournment of about an hour was now had that the multitude might enjoy the sweets of the pic nic they had prepared for the occasion.

At 1 P. M., order was proclaimed by the General Superintendant of the day, Rev. L. A. Alford. After a fervent prayer, we had the pleasure of listening to an able reception address by A. Heath, Esq., of Elkhart, in which the feeling of the Schools and citizens of Elkhart, were eloquently expressed, and a most cordial welcome extended to all schools, officers, clergymen and excursionists. Then followed one of the most forcible and interesting orations, by Prof. Fairfield, of Hillsdale College, it has been our privilege to listen to for a series of years. His whole soul is evidently enlisted in the glorious Sunday School enterprise. Every comparison was perfectly adapted to the elucidation of the theme presented. That the thousands who heard, will cherish, meditate upon, and retain the lesson his genius vividly impressed upon the memory of that vast assemblage, I can hardly doubt. After a vote of thanks to the orator of the day, the informal presentation of a cane to J. D. Campbell, Esq., Acting Superintendent of the Michigan Southern and Northern Indiana Railroad was made by Rev. L. A. Alford, General Superintendent of the day. While this was being executed, we were entertained by a short but appropriate response in behalf of all the Schools by one of the clergy. After some remarks by the Rev. Mr. Atwater, of Elkhart, as a prelude to the general resolutions prepared for the occasion, and read by Dr. W. C. Isherwood, the excursionists repaired to the cars, and bid adieu to the flourishing city, and hospitable citizens of Elkhart. The pleasures of the day were not marred by a single accident, but everything contributed to heighten the harmony of the occasion, more especially were the pleasures of the day enhanced by the several brass bands in attendance, whose sweet accordant notes, wafted by the cooling breeze, bespoke the joyousness of that vast multitude.

The following resolutions were passed by the excursionists:

THE BIBLE.

RESOLVED, That the Bible is the only sure basis upon which can be built the extended greatness of our political and religious freedom; that we denounce all insurrectionary movements against the Bible, and declare it to be as much a prerequisite to binding upon us treaties by attesting the Bible authority, as it is to bind by the sanctity of the Authorized Version of our Saviour; it is a mere mockery to impose the oath of fidelity; which presents no guarantee, while a contempt for the Bible, contrary to knowledge, strike a death-blow at the very foundation of our civil and religious liberty.

SABBATH SCHOOLS.

RESOLVED, That the general Sabbath intercourse which the Sabbath Schools diffuse among the masses of the rising generation, is the source of the great moral power which makes religious privileges which so emphatically distinguish us as a nation, where political freedom is associated with religious freedom;—an asylum for the oppressed of all nations—where God's holy word is honored and acknowledged as the only infallible rule of moral duty, which alone Christianity has so perfectly adapted to the capacities of man, to enlighten his path through life, and to lead him to the portals of immortality; which alone has so perfectly adapted to the capacities of the most intelligent, as to the comprehension of the most infantile mind; which alone sheds its light on the pathway of the sovereign, as on the humblest subject of the realm; which alone throws its glorious rays through the mansion of the rich, as through the cottage of the poor; which alone has power to bind together in one common brotherhood the rich and the poor, the high and the low, the bond and the free, the black and the white, the Jew and the Gentile, the savage and the civilized, the learned and the unlearned, the old and the young, the male and the female, the rulers and the ruled, the sovereign and the subject, of all nations, kindreds, tongues and people.

SABBATH SCHOOL SUPERINTENDENTS.

RESOLVED, That the importance of the Sabbath School cause demands the cordial support and constant co-operation of every friend of God and man; and that we recommend to every Sabbath School in our land the appointment of a Superintendent, who shall be a man of God, and who will faithfully co-operate with all the other labors to diffuse as a true science of the glorious attendancy of this eternal truth.

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

RESOLVED, That the magnanimity with which the M. S. & N. I. R. R. Company have thrown open their cars for the gratuitous carrying the children to the great Sabbath School Celebration, and the liberality with which they have provided for their refreshment, is deeply appreciated and thankfully acknowledged by the recipients of their favor of gratuitous transportation; and we deem it deserving of the reciprocation of their patronage, so cheerfully expressed by the gratitude of their hearts, as generously as they have manifested their benevolence in the manner they have impressed and thereby evinced to be imparted; and, therefore, we recommend to the parties to this Celebration, and to every dollar of gross earnings in twenty per cent profit.

GENERAL SUPERINTENDENT OF THE SABBATH SCHOOLS.

RESOLVED, That the energy, zeal and perseverance with which Rev. L. A. Alford has discharged the duties of his office as General Superintendent of the Sabbath Schools of the great Sabbath School Celebration, and the ability with which he has presided over and directed every recipient of his position and discharged every duty, entitles him to the gratitude of the Sabbath Schools of this State, and to the gratitude of this community, and we hereby tender to him our heartfelt gratitude for his unrequited toil and labor of love, and pray that God may richly reward him for the good he has done in calling forth and directing the energies of so many co-workers in the great cause of Sabbath School instruction, and we hereby express our confidence in the ability of the Sabbath Schools to appropriately improve, and that we will endeavor to improve the seed which we have heard, during the past year

The Book Trade.

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DAILY TRIBUNE.

CHICAGO WHOLESALE MARKET.

OFFICE OF THE CHICAGO DAILY TRIBUNE,
Tuesday Evening, June 23, 1858.

At the opening of Change this morning an improved feeling in wheat was apparent, which, upon the receipt of New York despatches practically developed itself in an advance of half a cent per bushel. What the immediate cause of this improvement was we are unable to state. Lake freights had not declined; receipts were not greatly diminished, and nothing to cheer the heart of the most sanguine "Bull" could be extracted from the New York market report. Buyers at the opening were lothe to pay even 65c in store for No. 2, but followers manifested so much firmness, that offers of 66c were soon freely made, and before the close 67c was paid for some 14,000 bu in lots.

Corn submitted to a further decline to-day, and sales of No. 1 Railroad were quite free at 36c in store. A large quantity of that now arriving is badly heated, and of course much deteriorated.

Oats are still active at our quoted prices, and arrive quite freely.

Barley is active and demand good, at an advance of 1c per bushel. Rye is unchanged, but in good demand.

Flour is in good demand, with but little arriving. Desirable kinds are held above views of buyers.

Highwines are dull at 22c. A very little better inquiry prevails for fresh butter and eggs, At unchanged rates however. Garden sauce and new vegetables are much wanted. Hides are steady at quoted prices. Wool arrives slowly, and mostly in an unwashed condition; one house received some fleeces from Iowa that had been shorn without washing, on which a loss of 5c per lb. will accrue to the consignee. Our readers should remember that one-third of the weight will be deducted in all cases from unwashed wool carried to any market. This is an unalterable rule, in practice everywhere.

Lake freights still maintain their firmness, and charters are free. Propellers Cuyahoga and Minneota have been taken to carry corn to Buffalo at 5c; schr Muskingum, wheat to same port at 6c; schr Surprise, barley to same port at 5c—lake port of low land on at Racine; schr Hugh Barclay, wheat to Oswego at 7½c.

The receipts for the day were: Flour, 921 bbls; wheat, 77,000 bu; corn, 20,745 bu; oats, 35,000 bu; barley, 600 bu; potatoes, 1,000 bu; provisions, 10,000 lbs; hides 12,733 lbs; highwines, 15 bbls; cattle 270; hogs, 500; sheep, 100; salt, 600 bbls; lead, 190 bbls; lumber, 640,000 ft; shingles, 665,000 do; salt, 417,000; staves 15,000; posts, 600; wood, 341 cds; stave bolts, 30,000; shingle bolts, 80 cds; coal, 200 tons.

The shipments were: Wheat, 96,632 bu; corn, 50,600; oats, 49,955 bu.

RECEIPTS OF GRAIN BY LAKE DURING THE PAST WEEK.

Tues. Since 14,000 No. 2 wheat.
4,000 No. 3 do.
Chamberlain, 2,000 No. 2 do.
Troy 14,000 No. 2 do.
Troy 14,000 No. 2 corn.
Troy 10,000 No. 2 do.
Troy 10,000 No. 2 corn.
Troy 10,000 No. 2 do.
Troy 10,000 No. 2 wheat